



National Transportation Safety Board Aviation Accident Final Report

Location:	Groveton, TX	Accident Number:	FTW04CA218
Date & Time:	08/20/2004, 0930 CDT	Registration:	N8140R
Aircraft:	Beech BE-58	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 4,940-hour commercial pilot entered the traffic pattern for runway 16 (3,500-foot long and 60-foot wide asphalt runway), and did not observe any obstructions on the runway as he crossed over the threshold at an airspeed of approximately 100 knots. When the twin-engine airplane touched down, the pilot spotted three deer on the left side of the runway approximately 200 yards in front of him, and he applied "light right rudder to avoid contact." The deer continued to cross the runway from left to right, directly in front of the airplane's roll-out path, and the pilot applied "heavy left rudder and brake, and light right brake to slow and pull the aircraft to the left." Subsequently, the airplane exited the left side of the runway, and impacted trees in a small ravine located about 60-feet from the edge of the runway. The pilot also reported the deer were hiding in the 3-foot tall grass located along both sides of the runway. The pilot added that after he exited the airplane he walked approximately 1/4-mile to the main ramp for assistance. Upon returning to the airplane, he observed a small fire that gradually intensified and consumed the airplane. A review of published airport information revealed there was a remark that stated deer were on and in the vicinity of the airport. The pilot stated that the airport was not fenced.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's intentional ground loop to avoid colliding with deer that entered the runway during the landing roll. A contributing factor was the tall grass adjacent to the runway that prevented detection of the deer.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
 3. (F) OBJECT - ANIMAL(S)
 4. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)
 6. TERRAIN CONDITION - RAVINE
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Occurrence #3: FIRE

Phase of Operation: STANDING

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	08/26/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4940 hours (Total, all aircraft), 546 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8140R
Model/Series:	BE-58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH-505
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Philip Johnstone	Rated Power:	
Operator:	Philip Johnstone	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	llfk	Distance from Accident Site:	
Observation Time:	1953	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	29° C / 24° C
Precipitation and Obscuration:			
Departure Point:	Dry Creek, TX (TS07)	Type of Flight Plan Filed:	Unknown
Destination:	Groveton, TX (33R)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/Landing:

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	31.094444, -95.162778

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Report Date:	10/28/2004
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).